

Alaskan Region Capstone Industry Council Meeting Minutes September 13, 2006

The Alaskan Region Capstone Industry Council met at the UAA Aviation Technology Center, Merrill Field, on September 13, 2006, at 8:00 am.

The following agenda items were presented:

0800 – 0945 Information Sharing

Opening	Ray Collins
Operational Status Update	Ray Collins
Technical Status Update	Mark Olson

0945 – 1000 Industry Feedback (Roundtable)

Information Sharing

Opening

Ray Collins, Capstone Operations Manager, opened the meeting. Sue Gardner, Capstone Program Manager, had returned late the prior evening from the JRC planning meetings at FAA Headquarters and was delayed in joining the Capstone Industry Council meeting by a teleconference related to that trip.

Introductions by members and guests were provided around the room (see attached attendance list).

Operational Status Update

Ray Collins relayed that he was confident that the April 15, 2007, release date for the 6.0B software was on track after being briefed on the status by Gordon Pratt, President of Chelton Flight Systems, at a recent meeting in the Capstone Program Office.

Ray reported that UAA had presented a Phase II Maintenance Training schedule: KTN – October 3-5, 2006, JNU – October 17-19, 2006, and CDV – October 24-25, 2006 (Garmin only). Capstone has received four additional Garmin simulators that will be provided to UAA to assist with this training. This was the result of some of the attendees from previous courses having requested more “hands-on” training.

A FITS Instructor Pilot training seminar was scheduled to be conducted at UAA in coordination with the Medallion Foundation on September 30, 2006. Tom Glista, who heads FITS development at the Center of Excellence for General Aviation Research, AFS-800, was expected to be in attendance.

Leonard Kirk reintroduced Mr. Mickey Shriver, Tarrant County College District Instructor, and Mr. Rickey Hestilow, Director of Accreditation/Certification at NCATT. Mr. Hestilow stated that NCATT was a National Science Foundation-funded organization that has been developing national standards with industry input for certification of avionics maintenance technicians. Leonard Kirk added that UAA was working with NCATT to develop a certified training course for avionics installers that meets national standards. Ray Collins affirmed that having a sufficient number of trained technicians was key to the success for timely installation of Phase III avionics.

Tom George requested further clarification on the FITS training. Leonard Kirk explained that it was "FAA Integrated Training Standards" that are scenario-based around the currently developed Technologically Advance Aircraft, e.g., Cirrus.

Mike Pannone stated that the seminar on September 30, 2006, would be orientated towards flight instructor training but was also for Part 91 GA pilots. Tom George alerted that there was some confusion as to the target audience from the description on the FAA website, www.faasafety.gov. Mike stated that additional information was being added to correct any misunderstanding. Dan Perry, FAA FSDO, noted that this training would be good for anyone involved with certification of pilots.

Mike Talotta, Capstone Program Office/MITRE, inquired about the timing of the FITS and NCATT training versus the rollout of the Phase III avionics installations. Leonard Kirk responded that they were pushing hard to meet the rollout schedule with a beta FITS pilot training class starting in January 2007.

Ray Collins mentioned that the Juneau ATCT display was on-track for an implementation date of September 30, 2006. All of the equipment had been purchased. One display is located in the JNU Tower Manager's Office, and a second display resides in the JNU Tower cab. Another display is scheduled to be installed in the cab within a couple of weeks. Training materials have been developed and training is progressing. Circuits are in and modems are being shipped.

August Asay discussed the current situation with the TSO non-compliance of the WAAS engine in the Garmin GDL-90 and GNS-480. Garmin is working with FAA/ACO for a deviation to both items. FAA Headquarters is requesting

additional information on the GDL-90 which should be forthcoming. The GNS-480 deviation was granted in early September 2006 and concerns acquisition of satellites. Basically this deviation reverts the GNS-480 back to TSO-129, which only allows for enroute and non-precision approaches without WAAS capability and cannot be used as a sole means of navigation under SFAR-97. LPV approaches can still be accomplished but alternate airports need another type of ground-based navigation system for IFT. This will require a Flight Manual Supplement (FMS) for every aircraft with this equipment in Alaska.

Lari Belisle stated that ZAN surveillance of ADS-B aircraft in the Y-K was proceeding well. The results are good and ATO authorizations are in place which will help to expand the operational status of GBTs in the Y-K and SE Alaska.

AcroHelipro has started the first of the remaining eleven (11) Phase II helicopter installs in Juneau.

Technical Status Update

Mark Olson discussed that a priority listing of FIS-B was still being developed and would be forwarded to the FAA's Surveillance and Broadcast Services Office for review. The status of GBT service in the Y-K has not changed in the last month except that the circuits at Cape Newenham are installed. Mark displayed a chart showing the current status of GBT service in SE Alaska.

Some occurrences of SE Alaska Capstone aircraft targets not showing accurately on Flight Explorer in regards to latency and inaccurate positions have been noted. Data is currently being evaluated and compared at ZAN to determine the duplicity between what is being sent to MEARTS and the ETMS test bed.

A slide depicting the first seven proposed GBT sites for statewide deployment was displayed, and a question was raised on how this list was developed. The explanation given was that it was based on cost/benefit. Nome (#1) has a high interest from an ATC standpoint.

JRC Status Update

Sue provided an update to Industry Council members (by teleconference) on her recent visit to FAA Headquarters regarding the strategy to move forward based on inputs from the pre-briefs to Executive Council (EC) members. Due to the complexity of the deployment, more time with ATO-F has been required to refine some of the budget numbers. As such, the EC brief was rescheduled for October 10, 2006, and the JRC meeting is now planned for October 25, 2006. Sue stated that the business case was strong and has been well received, and that the EC members were impressed with the strategy of deployment, including working with other organizations such as NCATT, FITS, AEA, Medallion, and the Alaska

Air Carriers Association. Phase III is a large investment by the FAA and some finer details still need to be worked.

Round Table

Tom George, AOPA AK Rep, distributed flyers and mentioned the Capstone and avionics seminars scheduled at the Aviation North Expo in October.

Nancy Hemsath, Institute of the North, stated that a weather camera kiosk would be installed at Whitehorse FSS and would be operational by September 30, 2006.

Conclusion and Next Meeting

The Capstone Industry Council meeting was adjourned. The next meeting is scheduled for 8:00 a.m., Wednesday, October 11, 2006, at the State DOT building, at Lake Hood.